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SOUTHERN CALIFORNIA ASSOCIATION OF GOVERNMENTS  
MODELING TASK FORCE  
May 28, 2014

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**MINUTES**

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**THE FOLLOWING MINUTES ARE A SUMMARY OF ACTIONS TAKEN BY THE  
MODELING TASK FORCE.**

The Modeling Task Force held its meeting at SCAG's Main Office in Los Angeles on May 28, 2014.

**Members Present:**

Robert Farley (Chair)	Metro
Vamshi Akkinipally	AECOM
Rye Baerg	Safe Routes to Schools
Paul Burke	Metro
Viggen Davidian	Iteris
Chris Devlin	Iteris
Duyet Do	Caltrans
Fatemeh Ranaiefar	Fehr and Peers
Brian Smolke	OCTA
Tony Van Haagen	Caltrans – Dist. 7
Firooz Hamedani	Caltrans – Dist. 12
Yatman Kwan	Caltrans
Cameron Palm	Caltrans
Charlie Ho (Phone)	Stantec
Lawrence Liao	Cambridge Systematics

**SCAG Staff Present:**

Cheryl Leising (via web-conference)	Hao Cheng
Mike Ainsworth	Rajeev Seetharam
Jung A Uhm	Jingjing Zang
Jun Deng	David Ge
Bayarmaa Aleksandr	Ping Chang
Biling Liu	Mana Sangkapichai
Guoxiong Huang	

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**1.0     CALL TO ORDER AND INTRODUCTIONS**

Paul Burke (Metro) standing in for Robert Farley (Chair), called the meeting to order at 10:05 AM, and introductions were made.

**2.0     PUBLIC COMMENT PERIOD**

Rye Baerg from Safe Routes to School National Partnership released a report on modeling and data collection for Active Transportation. The report includes recommendations for MPO's on improving best practices for forecasting Active Transportation trips. For a copy of the report, see their website at: [saferoutescalifornia.org](http://saferoutescalifornia.org)

**3.0     CONSENT CALENDAR**

**3.1     Approval Items**

The March 26, 2014 meeting minutes were approved.

**4.0     INFORMATION ITEMS**

**4.1     Updates on Subregional Modeling Programs**

Brian Smolke (OCTA) mentioned that OCTA is early stages of calibrating their TransCad model.

Tony Van Haagen (Caltrans) reported that they are looking at the statewide model, particularly for modeling the Highway 138 study. He is currently installing the software and will be getting results from it soon.

Tim Byrne stated that SANBAG is continuing their efforts to update their subregional Model. They are working through some issues but they plan to validate a new base year model to apply for long range planning purposes.

Firooz Hamedani (Caltrans) shared they have SCAG's 6.0 model running on their workstation. He has shared weekend/weekday validation data with SCAG as well.

Robert Farley (Metro) provided an update on the MTA's on-going modeling activities. The most active program is the Bike Model development project, they hoping for a functioning model in one year. Metro has recently received access to the HERE speed database, travel speeds for the entire nation. They are looking forward to seeing how it will pan out as an information source.

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**4.2 2011 Travel Survey – Active Transportation Modes**

Hsi-Hwa Hu (SCAG) presented to the group an overview of the 2011 Travel Survey – Active Transportation Modes. The state-wide survey was organized by Caltrans and included household, person, activity, place, vehicle information, and long distance trips. The Survey analysis included both CHTS plus additional surveys conducted by SCAG via Abt-SRBI. Hsi-Hwa discussed the share of active transportation modes, travel times, age distribution, and other statistics for both walk trips and bike trips. A copy of the presentation may be obtained from SCAG's Web Site at: <http://www.scag.ca.gov/DataAndTools/Pages/ModelingTaskForce.aspx>

**4.3 SCAG Air Quality Model**

Mana Sangkapichai (SCAG) provided an overview of SCAG's Air Quality Model, which was developed to comply with Federal and State requirements that mandate that the RTP and FTIP must comply with the EPA Transportation Conformity Regulations. SCAG is responsible for the transportation conformity determination for the RTP and FTIP. The Air Quality Model was presented along with the 2012 RTP analysis and summary statistics. Mana also described the models structure, including model inputs and outputs. The Emission Factors Model (EMFAC) is only used in California. EMFAC2011 will be used for the 2016 RTP air quality analysis. A copy of the presentation may be obtained from SCAG's Web Site at: <http://www.scag.ca.gov/DataAndTools/Pages/ModelingTaskForce.aspx>

**4.4 SPM Model Status and Website**

Jung A Uhm (SCAG) gave the status on SCAG's Scenario Planning Model (SPM) and website. The SPM is a comprehensive web-based land use sketch planning tool for scenario development, modeling and data organization. The primary purpose of SPM is to provide a common data framework within, which local planning efforts can be easily integrated and synched with regional plans. Additionally, the SPM serves as a conduit between local jurisdictions and key SCAG models, and facilitates informed decisions by providing better information about alternative futures. The SPM was built on "Urban Footprint" modeling platform, which was developed by Calthope Associates. It has been a coordinated multi-MPO effort to enhance and customize the Urban Footprint with participation by SACOG, SANDAG and SCAG. During the Summer –Fall 2014, SCAG will be working on model development and regional systems set up; and from Fall 2014 and beyond, SPM/Urban Footprint Advancement and applications will be taking place. A copy of the presentation may be obtained from SCAG's Web Site at: <http://www.scag.ca.gov/DataAndTools/Pages/ModelingTaskForce.aspx>

**4.5 Analysis of Parking Costs**

Hsi-Hwa Hu (SCAG) presented SCAG's process for estimating existing and future year parking

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costs, which are used in mode choice calculations for both trip-based and activity-based models. The cost estimation is by hourly, daily, and monthly at the Tier-2 TAZ level. The current parking cost model was developed in 2003, so SCAG needed to create a new estimation. Modeling assumptions include: parking cost will become more expensive as density increases; parking is free in low-density areas, parking cost is a significant cost element for commuting because of longer time use, the estimation methodology focuses on higher employment density areas, or job centers; and parking cost will become more expensive as density increases. Hsi-hwa presented the model structure and key model inputs. Estimated parking costs were presented for the job centers. A copy of the presentation may be obtained from SCAG's Web Site at:  
<http://www.scag.ca.gov/DataAndTools/Pages/ModelingTaskForce.aspx>

**5.0     CHAIR'S REPORT**

There was no Chair's Report.

**6.0     STAFF REPORT/INFORMATION SHARING**

There was no Staff Report.

**7.0     FUTURE AGENDA ITEMS**

If there are any future agenda items to report, please speak to Mike Ainsworth.

**8.0     ADJOURNMENT**

There being no further business, the Meeting was adjourned at 12:00 pm. The next meeting of the Modeling Task Force will be held on July 23, 2014 at the SCAG offices in downtown Los Angeles at 10:00 am.